

FF KOEXYAYX
011839 KRWAYAYX
KRW A NOUS2 011839
GENOT RWA 6/45 SVC B
FF ALRGNS 1/500, ALATFO, ACT/1, AMC/1, AMA/500

///BEGIN PART 1 OF 5///

NOTICE: N7110.452

EFFECTIVE: OCTOBER 1, 2006

CANCELLATION: SEPTEMBER 30, 2007

SUBJECT: CHANGE TO FAA ORDER 7110.65R, PARA 2-1-1, ATC SERVICE; PARA 2-1-2, DUTY PRIORITY, SUBPARA B; ADD SUBPARA C, PARA 9-2-10, LAND-BASED AIR DEFENSE IDENTIFICATION ZONE (ADIZ) ATC PROCEDURES, SUBPARA 9-2-10A, SUBPARA 9-2-10A2, SUBPARA 9-2-10B; AND ADD SUBPARA 9-2-10B AND SUBPARA 9-2-10B NOTE - AS DELINEATED BELOW.

PARA 2-1-1, ATC SERVICE

THE PRIMARY PURPOSE OF THE ATC SYSTEM IS TO PREVENT A COLLISION BETWEEN AIRCRAFT OPERATING IN THE SYSTEM AND TO ORGANIZE AND EXPEDITE THE FLOW OF TRAFFIC, AND TO PROVIDE SUPPORT FOR

///END PART 1///BEGIN PART 2 OF 5///

NATIONAL SECURITY AND HOMELAND DEFENSE. IN ADDITION TO ITS PRIMARY FUNCTION, THE ATC SYSTEM HAS THE CAPABILITY TO PROVIDE (WITH CERTAIN LIMITATIONS) ADDITIONAL SERVICES.

NO CHANGE TO REMAINDER OF PARA 2-1-1

PARA 2-1-2. DUTY PRIORITY

NO CHANGE TO SUBPARA 2-1-2A THRU 2-1-2A NOTE -.

SUBPARA 2-1-2B. PROVIDE SUPPORT TO NATIONAL SECURITY AND HOMELAND DEFENSE ACTIVITIES TO INCLUDE, BUT NOT BE LIMITED TO, REPORTING OF SUSPICIOUS AND/OR UNUSUAL AIRCRAFT/PILOT ACTIVITIES, REFERENCE FAA ORDER 7610.4L.

SUBPARA 2-1-2C. PROVIDE ADDITIONAL SERVICES TO THE EXTENT POSSIBLE, CONTINGENT ONLY UPON HIGHER PRIORITY DUTIES AND OTHER FACTORS INCLUDING LIMITATIONS OF RADAR, VOLUME OF TRAFFIC, FREQUENCY CONGESTION, AND WORKLOAD.

///END PART 2///BEGIN PART 3 OF 5///

PARA 9-2-10. LAND-BASED AIR DEFENSE IDENTIFICATION ZONE (ADIZ) ATC PROCEDURES.
TERMINAL

A. VERIFY, BY DIRECT OBSERVATION OR PILOT CONFIRMATION, IFR AND VFR FLIGHT OPERATIONS ENTERING, EXITING, OR TRANSITIONING THE ADIZ MEET ALL OF THE FOLLOWING MINIMUM CONDITIONS:

SUBPARA 9-2-10A1. NO CHANGE.

SUBPARA 9-2-10A2. AIRCRAFT IS EQUIPPED WITH AN OPERATING TRANSPONDER WITH AUTOMATIC ALTITUDE REPORTING CAPABILITY.

AIRCRAFT IS SQUAWKING AN ATC ASSIGNED DISCRETE BEACON CODE, WITH ALTITUDE, AT ALL TIMES. DO NOT ALLOW AN AIRCRAFT TO CANCEL ITS FLIGHT PLAN AND/OR SQUAWK VFR WHILE IN THE ADIZ.

///END PART 3///BEGIN PART 4 OF 5///

SUBPARAS 9-2-10A3 THRU 9-2-10A5 NO CHANGE.

B. PILOTS UNABLE TO COMPLY WITH THE REQUIREMENTS OF SUBPARA A, ABOVE, SHALL BE INSTRUCTED TO REMAIN CLEAR OF OR EXIT THE ADIZ AS APPROPRIATE. WHEN EQUIPMENT FAILURE INVOLVING TRANSPONDER OR MODE C IS EXPERIENCED, AND THE AIRCRAFT IS OPERATING WITHIN THE ADIZ, THE PILOT MAY BE PERMITTED TO LAND. AN OPERATION SUCH AS THIS MAY BE PERMISSIBLE WHEN IT IS MORE EXPEDIENT THAN EXITING THE ADIZ AND NO ADDITIONAL SECURITY RISK IS EVIDENT.

///END PART 4///BEGIN PART 5 OF 5///

NOTE -

SPECIFIC OPERATIONS MAY BE EXEMPTED, WAIVERED, OR VERBALLY GRANTED BY THE APPROPRIATE AUTHORITY ESTABLISHING THE ADIZ. ALL EFFECTED PERSONNEL SHALL BE BRIEFED ON THE CONTENT OF THIS GENOT AS SOON AS POSSIBLE.

CIRILLO, AJR-O

///END PART 5 OF 5///